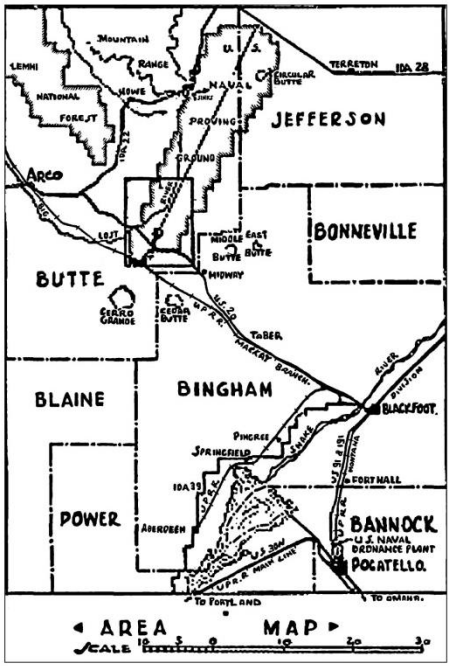
6 REDUCED COPIES OF ARCO NPG MAPS

The following maps are reduced scale, electronic copies of the Arco NPG maps produced from information gathered during archival research and field survey for this HALS documentation; map order and subject are listed below.

Sheet 1	Title Sheet
Sheet 2	Arco NPG and Bombing Ranges, 1943
Sheet 3	Scoville, NPG, 1943
Sheet 4	Proofing Area, Scoville, 1943
Sheet 5	Residential Area, Scoville, 1943
Sheet 6	Scoville, NPG, 1946
Sheet 7	Proofing Area, Scoville, 1946
Sheet 8	Residential Area, Scoville, 1946
Sheet 9	Mass Detonation Area, 1945
Sheet 10	Scale Model, Barrier Wall, and Railcar Detonation Sites, 1945-1946
Sheet 11	Mass Detonation Area, 1946
Sheet 12	INL, 2014
Sheet 13	CFA, INL, 2014

•U.S. NAVAL PROVING GROUND•
•ARCO • IDAHO•



Above: Reproduction of an original vicinity map for the Arco Naval Proving Ground, dated February 1942 (INL Drawing Number 112099, CF-101-USN-5).
The proximity of the Arco Naval Proving Ground to the U.S. Naval Ordnance Plant is illustrated, as well as the transportation infrastructure provided by the existing Union Pacific Railroad.

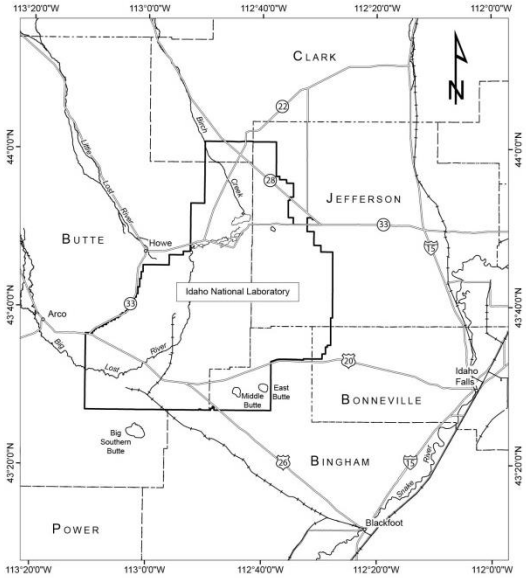
The Arco Naval Proving Ground (NPG) was one of five specialized ordnance facilities established in the nation during World War II that conducted research and experiments. Victory in the Pacific theater relied partly on the performance of battleship guns and the Arco NPG was the only proving ground where the Big Guns used by the Pacific Fleet were tested. The Arco NPG was the terminus of an elaborate logistical system that began with the guns on ships like USS Missouri and USS Wisconsin. After repeated combat firing wore out the rifling, the guns were shipped to the coast, sent by rail overland to Pocatello, relined, sent to the proving ground, test-fired, and scored for accuracy. The guns then returned to action the way they had come and entered battle once more.

In addition to naval ordnance testing, the U.S. Navy allowed the Army to use lands adjacent to the Arco NPG for high altitude aerial bombing ranges. Over 40,000 pilots were trained at the Pocatello Army Air Base and many flew day and night training missions over Twin Buttes Bombing Range and Arco High Altitude Bombing Range. Hundreds of men lost their lives while doing so, including seven men whose B-24 Liberator went down near Twin Buttes Bombing Range while on a night mission. Later, the two military branches joined forces to conduct tests that contributed greatly to determining safe storage and transport of conventional ordnance.

The Arco NPG provided the core setting for the present-day Idaho National Laboratory. Infrastructure such as roads and rail sidings influenced the location of later facilities. Beyond the proofing and residential centers, the NPG had altered the desert landscape. Explosives tests and gun firings required their own infrastructure such as concrete and wood targets and camera and instrument shelters. The tests and firings produced impact craters and left a variety of ruins on the desert floor – piles of shattered concrete and twisted metal, wood pieces and window glass shards, bomb shells and even unexploded projectiles. The latter, a hazardous legacy that remained unattended until many decades later.

Aside from being a tribute to the logistical excellence of the U.S. military, the NPG's association with the great battleships of the war and with World War II and postwar military research and testing are nationally significant. The NPG was the only proving ground of its kind west of the Mississippi River and is one of very few sites in Idaho that contributed to American victory during World War II, in addition to revising national standards for the safe storage and transport of conventional ordnance.

Based on evaluations conducted in 1993 and 1997, historians determined that the then-remaining Arco NPG structures, currently within the boundary of Idaho National Laboratory, were significant to the nation's history through their association with World War II. Through ensuing discussions with the Idaho State Historic Preservation Office (SHPO), it was further determined that the infrastructure and associated landscape were also significant. In early 2013, the Department of Energy Idaho Operations Office (DOE-ID) notified the Idaho SHPO, the Advisory Council on Historic Preservation (ACHP), and DOE-Headquarters Federal Preservation Officer, of their intent to demolish the vacant buildings World War II buildings. Through the National Historic Preservation Act (NHPA) Section 106 consultation process, measures to mitigate the adverse impacts of demolition were determined and agreed to through a Memorandum of Agreement (MOA) between DOE-ID, the Idaho SHPO, and ACHP. The completion of a Historic American Landscape Survey (HALS) was undertaken as part of this mitigation process by the staff of the Cultural Resource Management Office at Idaho National Laboratory.



CHIEF IN CHARGE OF CONSTRUCTION

Reproduction of Capt. John Scoville's signature (INL Drawing Number 11210502, CF-102-USN-2).

Index for Drawing Sheets

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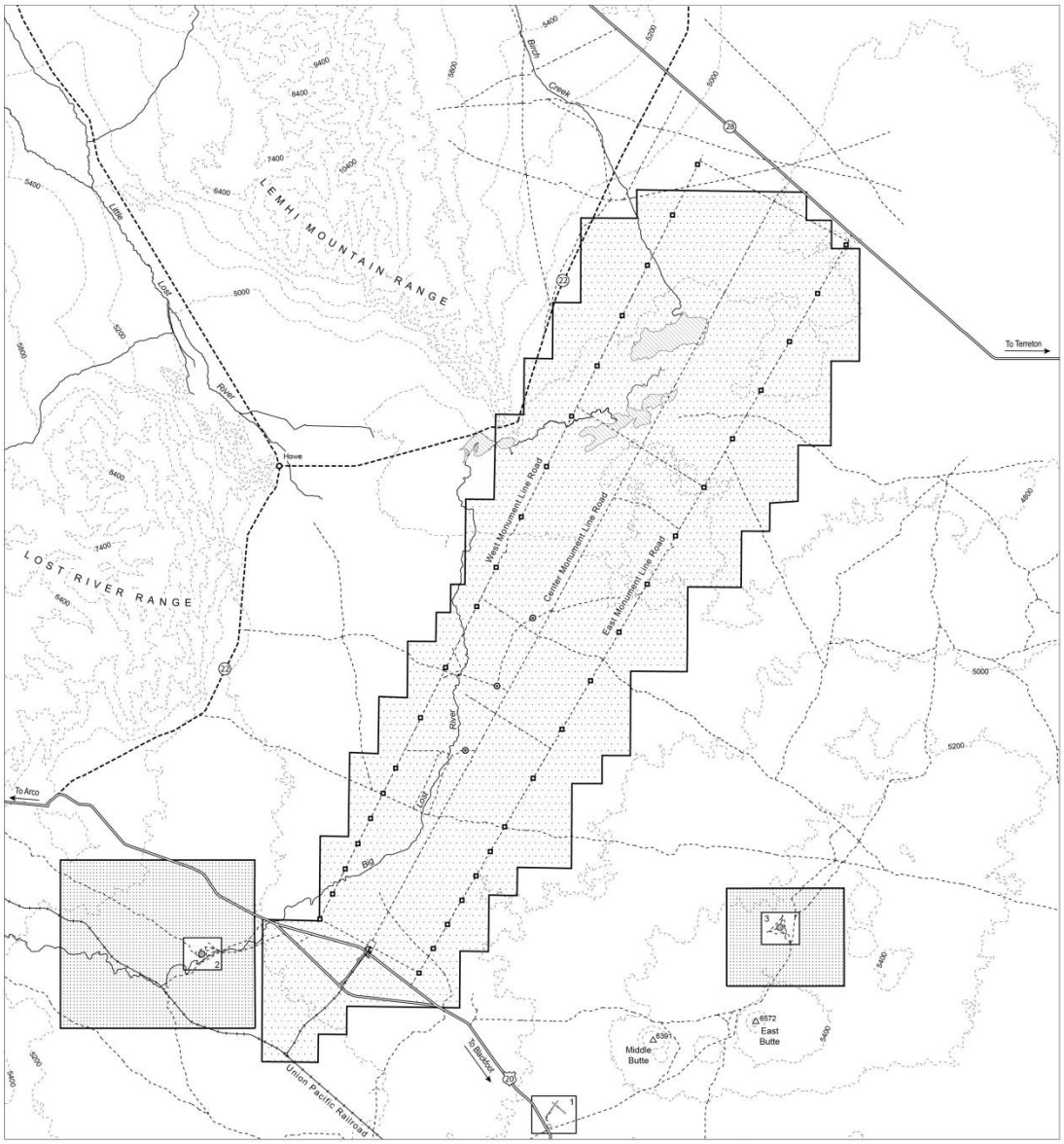
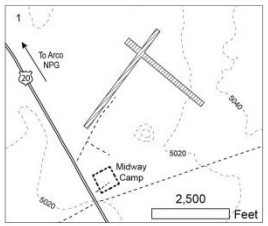
IDAHO NATIONAL ENGINEERING LABORATORY, ARCO NAVAL PROVING GROUND
SCOVILLE VICINITY
BUTTE COUNTY
IDAHO

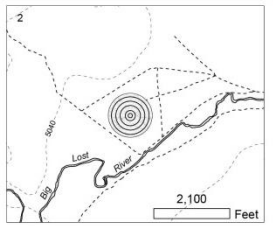
SHEET 1 OF 13

HISTORIC AMERICAN LANDSCAPES SURVEY
ID-01

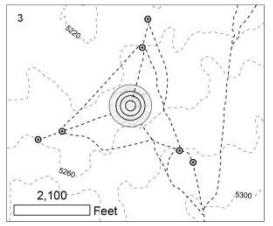




Midway Camp and Landing Strip



Arco High Altitude Bombing Range



Twin Buttes Bombing Range

Army Air Corps at the Arco NPG

The Army Air Corps used the High Altitude Bombing Range at Arco (2), and a second bombing range at Twin Buttes (3), between 1943 and 1945. Each bombing range had a circular target scraped in the desert surface and lime defining the target rings. At the bombing ranges pyramid targets and lighting were constructed, as well as observation towers. B-17 and B-24 bombers, flying out of Pocatello Army Air Force Base, dropped sand-filled practice bombs during both day and night training flights.

In addition to the bombing ranges, a landing strip and camp, comprised of approximately 20 structures, were located to the south of the Arco NPG range at Midway (1), along U.S. Highway 20.

The Arco NPG was completed in August 1943 and formally opened on November 11th 1943 as an outlying facility of the Pocatello Naval Ordnance Plant (NOP). The Arco NPG served as an ordnance testing facility during and after World War II, as well as a home to both military and civilian workers. Between 1943 and 1947, guns from the Pacific Fleet that had been relined at the Pocatello NOP were test fired at the Arco NPG before being shipped back for battle use. Through public land withdrawal and purchase the U.S. Navy had created a facility spanning 271 square miles of desert on the eastern Snake River Plain in Idaho, approximately 65 miles northwest of Pocatello. The flat area of sand and gravel between the mountain ranges to the northwest and exposed lava to the southeast provided ideal conditions for the proofing ground.

The proofing range at the Arco NPG was nine miles wide at its terminus and 30 miles in length, trending in a northeasterly direction. The three access roads, West Monument Line Road, Center Monument Line Road, and East Monument Line Road, extended along the length of the Arco NPG and defined the firing range. The Monument Line Roads were named for the concrete monuments along the West and East Monument Line Roads used to calculate the range of the proofed ordnance. A total of 38 range monuments lined the West and East Monument Line Roads, 19 on each road, at intervals of one mile for the first six miles and two mile intervals for the remaining length of each road. Three observation towers were located along Center Monument Line Road. At the southeastern end of the range the Arco NPG was divided into two areas; a proofing area, where the guns were test fired, and a residential area, where the military and civilian personnel were housed.

During 1943 the U.S. Navy also granted the Army permission to conduct training for high altitude bombing crews on the lands adjacent to the Arco NPG. The Arco High Altitude Bombing Range (2) was located to the west of the Arco NPG and the Twin Buttes Bombing Range (3) to the east, with an additional area, Midway (1), to the south.

ARCO NAVAL PROVING GROUND AND BOMBING RANGES, 1943

Miles 0 1 2 4

Kilometers 0 2 4 8

1:118,800

1 inch = 9,900 feet

Two Track Road
Graded Road
Paved Road
Railroad
River Channel
Bombing Range
Naval Proving Ground
Scraped Surface with Lime
Playa
Concrete Surface
Range Monument
Observation Tower
Town
U.S. Highway
State Highway

NOTE: DRAWINGS REPRESENT THE KNOWN HISTORIC LANDSCAPE OF THE ARCO NPG. FURTHER RESEARCH MAY IDENTIFY ADDITIONAL FEATURES.

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BUTTE COUNTY
IDAHO

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SCOVILLE VICINITY
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IDAHO
SHEET
3 OF 13
HISTORIC AMERICAN LANDSCAPES SURVEY
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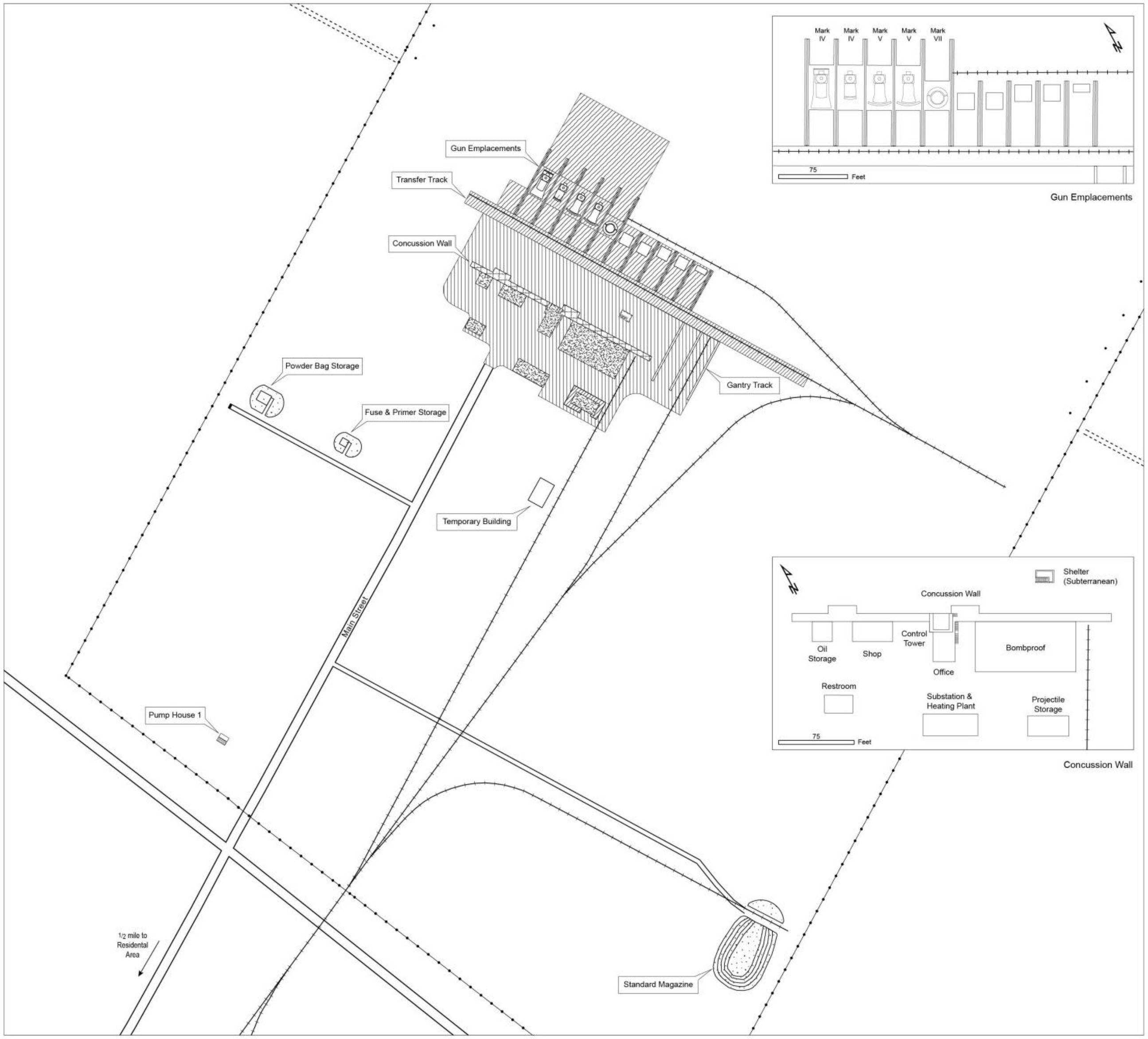
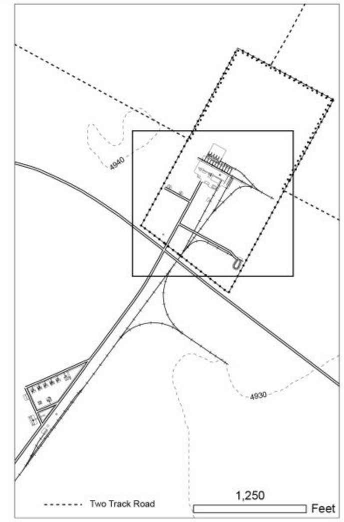
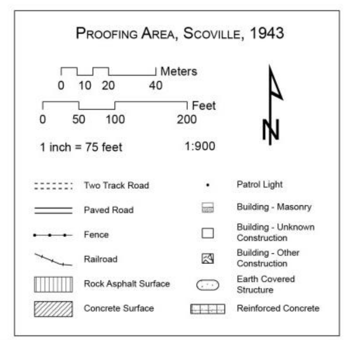
NOTE: DRAWINGS REPRESENT THE KNOWN HISTORIC LANDSCAPE OF THE ARCO NPG. FURTHER RESEARCH MAY IDENTIFY ADDITIONAL FEATURES.
Proofing Area
Residential Area
1,250
Feet
The Arco NPG was accessible at the southern end by U.S. Highway 20, which provided road links to Midway and Blackfoot to the southeast and Arco to the west. One section of the highway running through the NPG was rerouted to accommodate the construction of the proofing and residential areas but the original road remained intact and provided a connection to West and East Monument Roads. Each range monument was marked with a United States Navy (USN) number, beginning with USN 1 at the southern end of East Monument Line Road and concluding with USN 38 at the far north end of West Monument Line Road. Access by rail for the transport of the guns from the Pocatello NOP was via the Union Pacific Railroad line to Arco. The construction of a spur at the Scoville siding allowed the transportation of Naval shipments to the proofing area and was named for the Naval commander who developed the site.
The residential area at the Arco NPG was located half a mile to the southwest of the proofing area and accessed by Main Street, which ran between the original and relocated section of U.S. Highway 20. Irrigation was channeled from the Big Lost River utilizing some of the existing channels from historic construction efforts prior to the arrival of the U.S. Navy. In addition, a concrete basin of unknown use, located west of the proofing area, was constructed and marked 1943.
SCOVILLE, NAVAL PROVING GROUND, 1943
Miles
0 0.25 0.5
Kilometers
0 0.5 1
1 inch = 1,500 feet
1:18,000
N
Two Track Road
Paved Road
Irrigation Channel
Railroad
River Channel
Fence
Patrol Light
U.S. Highway
USN 1
Range Monument
Naval Proving Ground
East Monument Line Road
USN 2
USN 1
Original U.S. Highway 20
Relocated U.S. Highway 20
Center Monument Line Road
Scoville
Main
Concrete basin
Irrigation distribution
USN 20
Big Lost River
Scoville Junction
Union Pacific Railroad
4920
4940
4960
4980
5000
5020
5040
5060
5080
5100





In 1943 the proofing area at the Arco NPG provided for 10 gun emplacements of various types. The railroad spur from Scoville junction brought guns directly to the emplacements where they were transferred from the railroad using a 250-ton gantry crane at the southeast end of the emplacements. A transfer track could then move guns to the appropriate emplacement for testing.

The gun emplacements were separated from the rest of the proofing area by an 8 foot thick, 315 foot long reinforced concrete concussion wall. The exception being an underground shelter for personnel located between the concussion wall and the gun emplacements. Adjoining the concussion wall were bombproof, office, shop and oil storage buildings. Located above the office, and on top of the concussion wall, was a reinforced control tower and walkway. Additional proofing area structures included restrooms, projectile storage and infrastructure support, including a substation, heating plant and one of two well pump houses at the Arco NPG. Three earth covered bunkers, power bag, fuse and primer, and a standard magazine, provided storage for testing supplies. All of the proofing activities were contained within a fenced area and past the gun emplacements were concrete patrol light structures, illuminating the fence line and beyond.



NOTE: DRAWINGS REPRESENT THE KNOWN HISTORIC LANDSCAPE OF THE ARCO NPG. FURTHER RESEARCH MAY IDENTIFY ADDITIONAL FEATURES.

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UNITED STATES DEPARTMENT OF THE INTERIOR
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SCOVILLE VICINITY | BUTTE COUNTY | IDAHO

SHEET 4 OF 13

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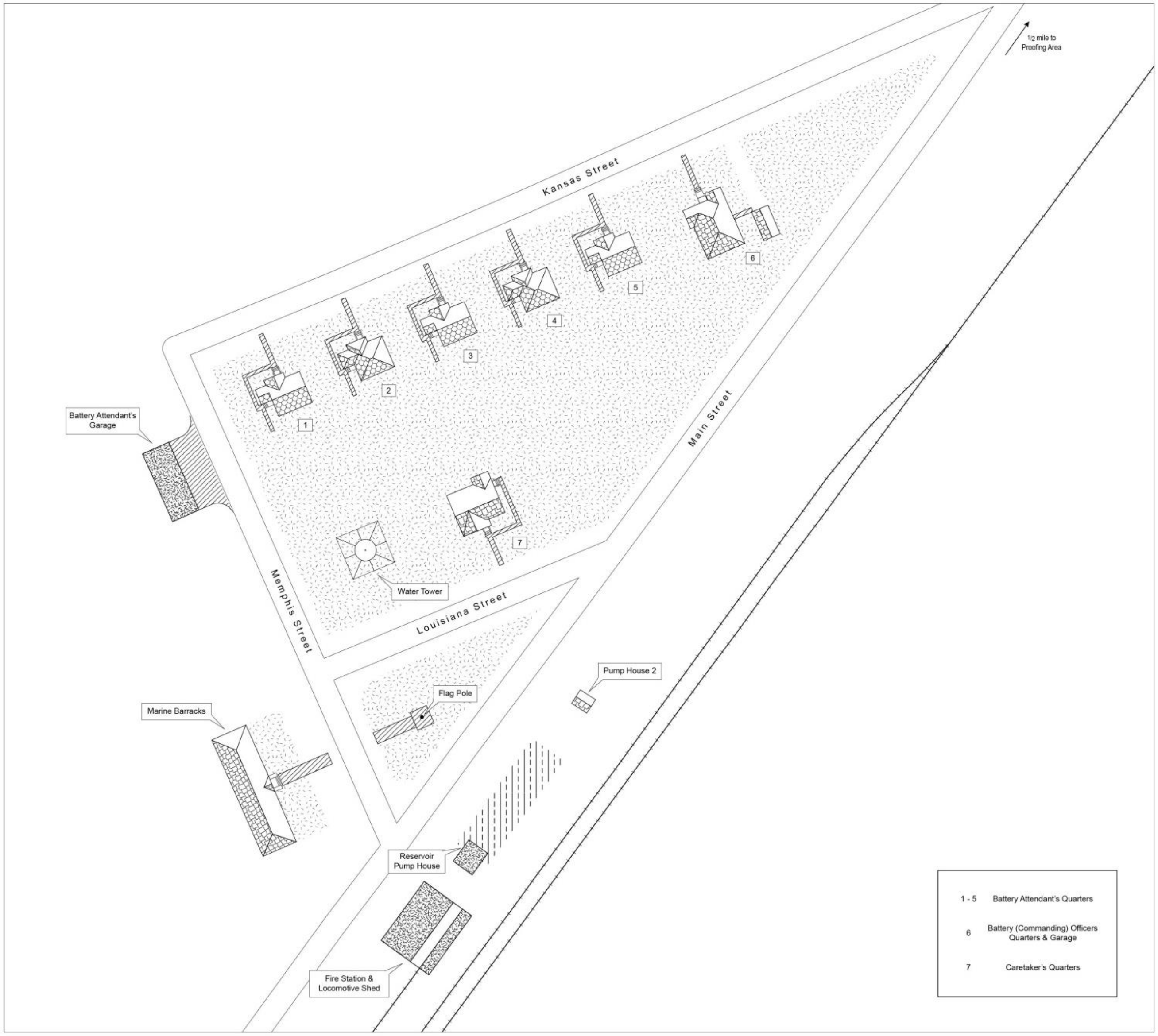
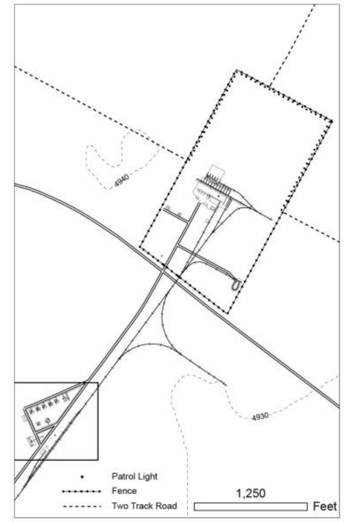


1 - 5	Battery Attendant's Quarters
6	Battery (Commanding) Officers Quarters & Garage
7	Caretaker's Quarters



The residential area of the Arco NPG housed the civilian workers, their families, and military personnel. Civilians were housed in one of five wooden homes on Kansas Street in the residential area, referred to as battery attendants quarters. A garage for the battery attendant's quarters, also of wooden construction, was located on Memphis Street and provided parking for each of the five attendant quarters. An additional masonry house was designated for the caretaker of the facility on Louisiana Street. The military personnel at the facility included Marines assigned to guard the Arco NPG, who were housed in a masonry barracks building adjacent to the battery attendant's garage. The commanding officer, who was provided with a masonry home and an adjacent single car, masonry garage, was housed on the same street as the battery attendant's quarters.

The second of two well pump houses was located on Main Street in the residential area, along side a pump house for an underground reservoir. An elevated water tower was also constructed next to the caretaker's quarters. The locomotive shed, garage and fire station were all located in a single building at the southern end of the residential area. Finally, a flag pole located in front of the marine barracks completed the residential area at the time of opening in 1943.

Residential Area, Scoville, 1943

Meters: 0 5 10 20

Feet: 0 25 50 100

1 inch = 40 feet 1:480

Paved Road	Building - Masonry
Railroad	Grass
Building - Wooden	Reservoir - Subterranean
Building - Other Construction	Concrete Surface

NOTE: DRAWINGS REPRESENT THE KNOWN HISTORIC LANDSCAPE OF THE ARCO NPG. FURTHER RESEARCH MAY IDENTIFY ADDITIONAL FEATURES.

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SHEET 5 OF 13

HISTORIC AMERICAN LANDSCAPES SURVEY
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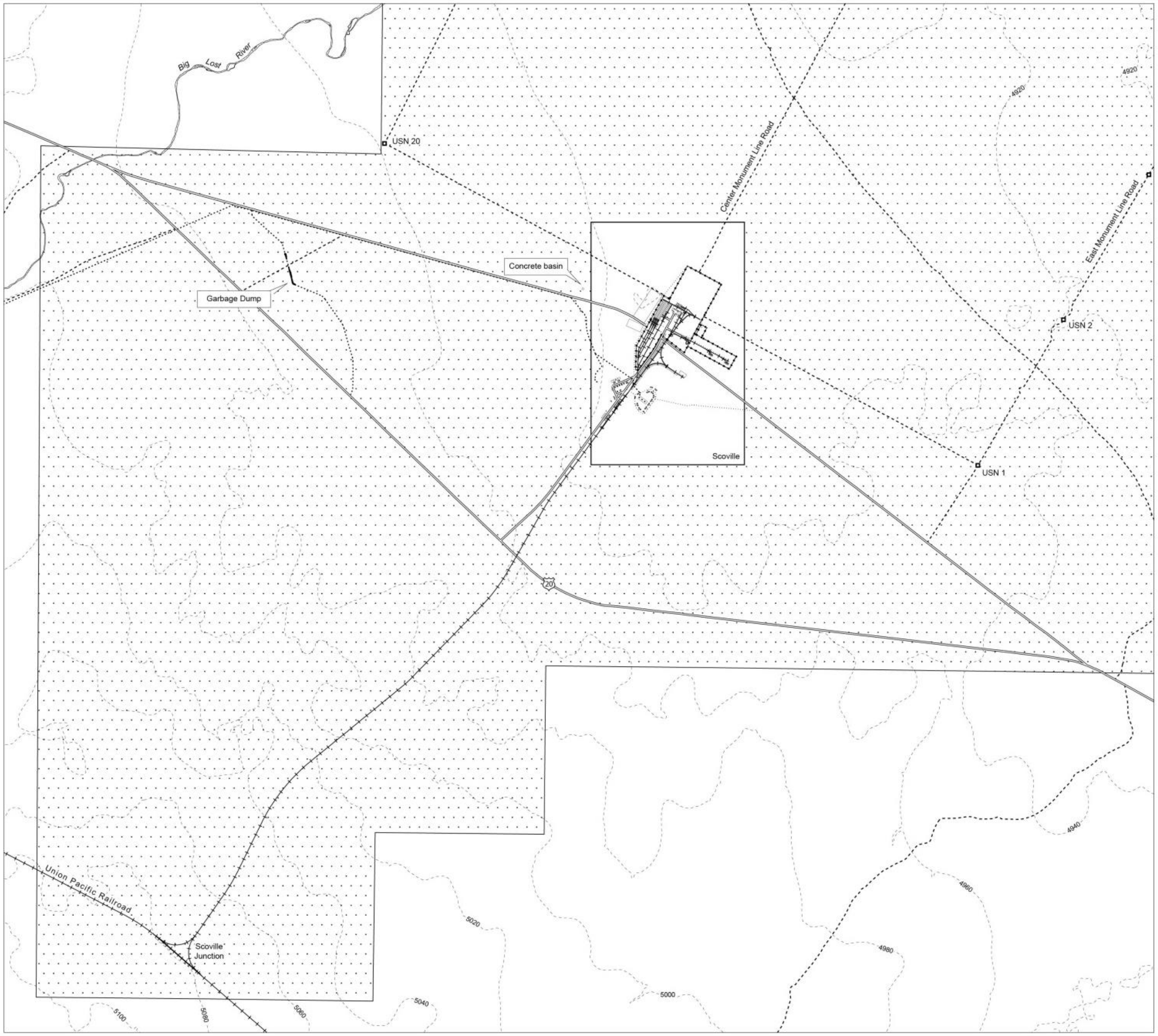
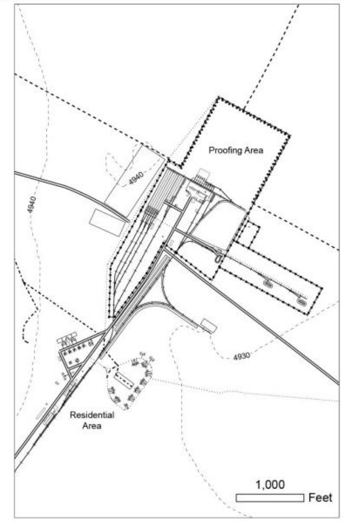
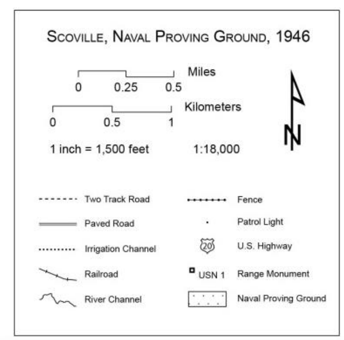




In the years immediately following the construction of the Arco NPG, expansion of the facilities in both the proofing and residential areas continued. From 1943 onwards the residential area saw the addition of civilian housing, as well as buildings to support operations at the Arco NPG. The construction of two battery attendant's double houses opposite the original civilian houses was followed by a new civilian development after the war when two apartment buildings and 17 houses were built in a loop southeast of Main Steet. The permanent residence of personnel at the remote location required the addition of a garbage dump, which was located to the west of the residential area in an abandoned section of historic irrigation channel, between the old and new sections of U.S. Highway 20. The increased civilian population also saw the addition of another irrigation channel to accomodate the gardens of the more recent permanent residents.

Beginning in 1944 the proofing range beyond the immediate Scoville area took on an additional role as an explosive safety testing site. The large amount of munitions produced during World War II necessitated a review of the existing safe storage guidelines to accommodate increased capacity and proximity to inhabited buildings. Numerous controlled detonations took place at the Arco NPG to establish new safe storage parameters under a variety of experimental conditions.



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SHEET 6 OF 13

HISTORIC AMERICAN LANDSCAPES SURVEY
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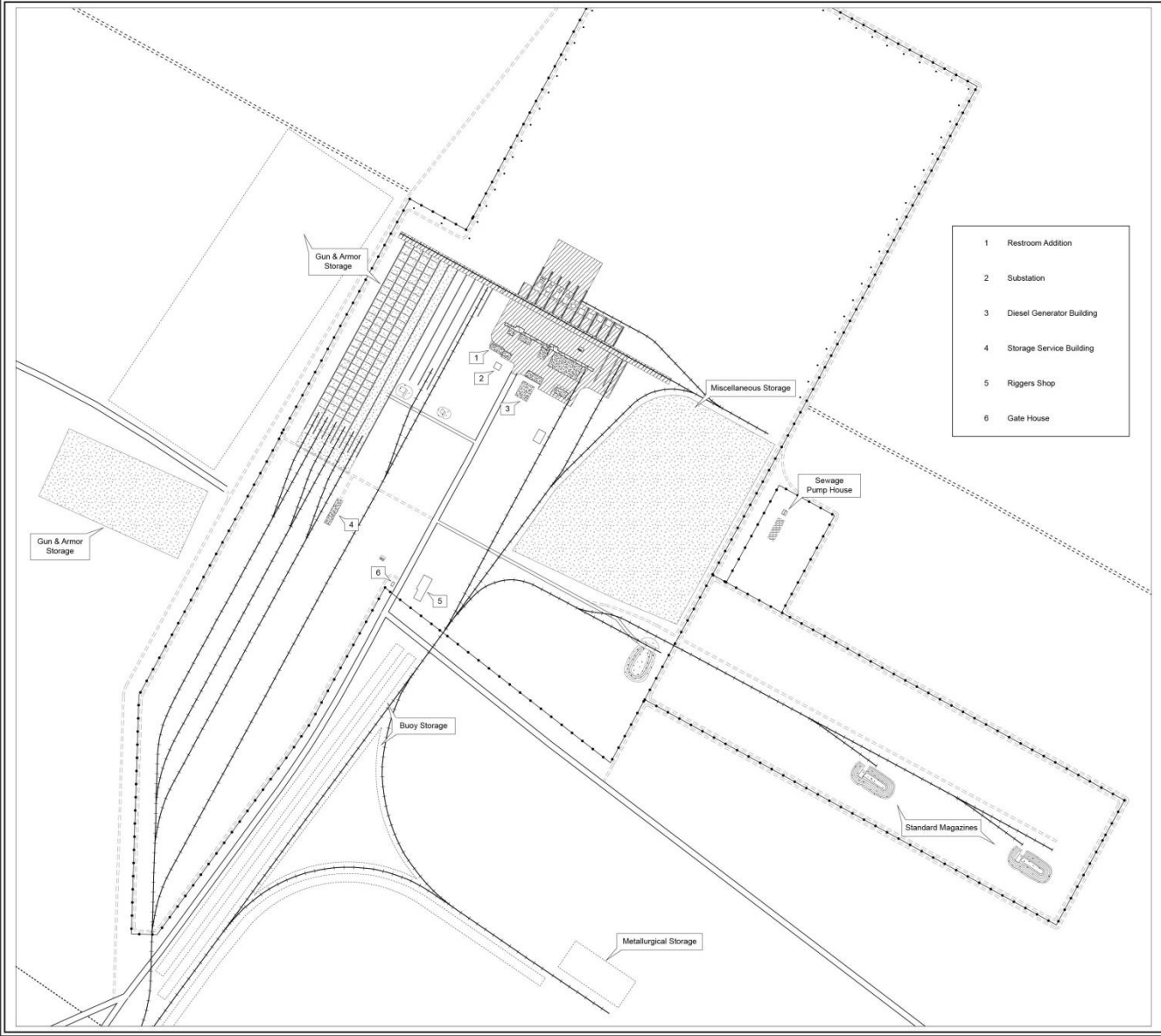
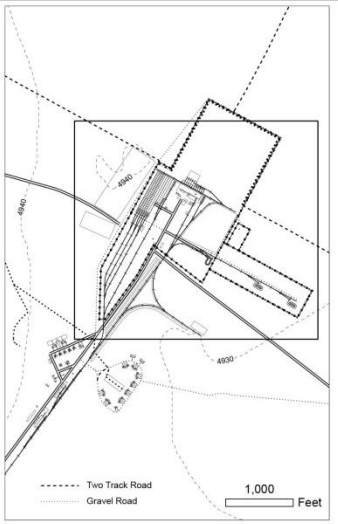
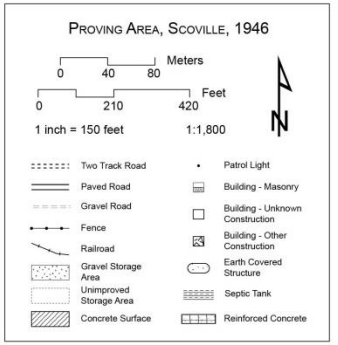




The storage capacity of the proofing area increased significantly between 1943 and 1946. The addition of new track to the Scoville railroad spur to create gun and armor storage at the western edge of the gun emplacements was accompanied by the extension of the transfer track for moving guns to and from the emplacements. The expansion of the rail access at the proofing area extended to another two standard magazines and also included the addition of track to the metallurgical storage south of the proofing area. To accommodate not only increased proofing activities but also the repair of other Naval property at the site, additional storage for guns, armor, buoys, and miscellaneous equipment was located on unimproved and gravel areas adjacent to the proofing area.

Several buildings constructed included a riggers shop, a storage service building and a diesel generator building. The exisiting restroom at the proofing area was also extended to provide spearate men's and women's facilities. As a result of the increased infrastructure and storage capacity the fenced area was extended and gravel patrol roads formed a perimeter around the exterior and, in part, interior of the proofing area.



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SCOVILLE VICINITY

BUTTE COUNTY

IDAHO

SHEET 7 OF 13

HISTORIC AMERICAN LANDSCAPES SURVEY
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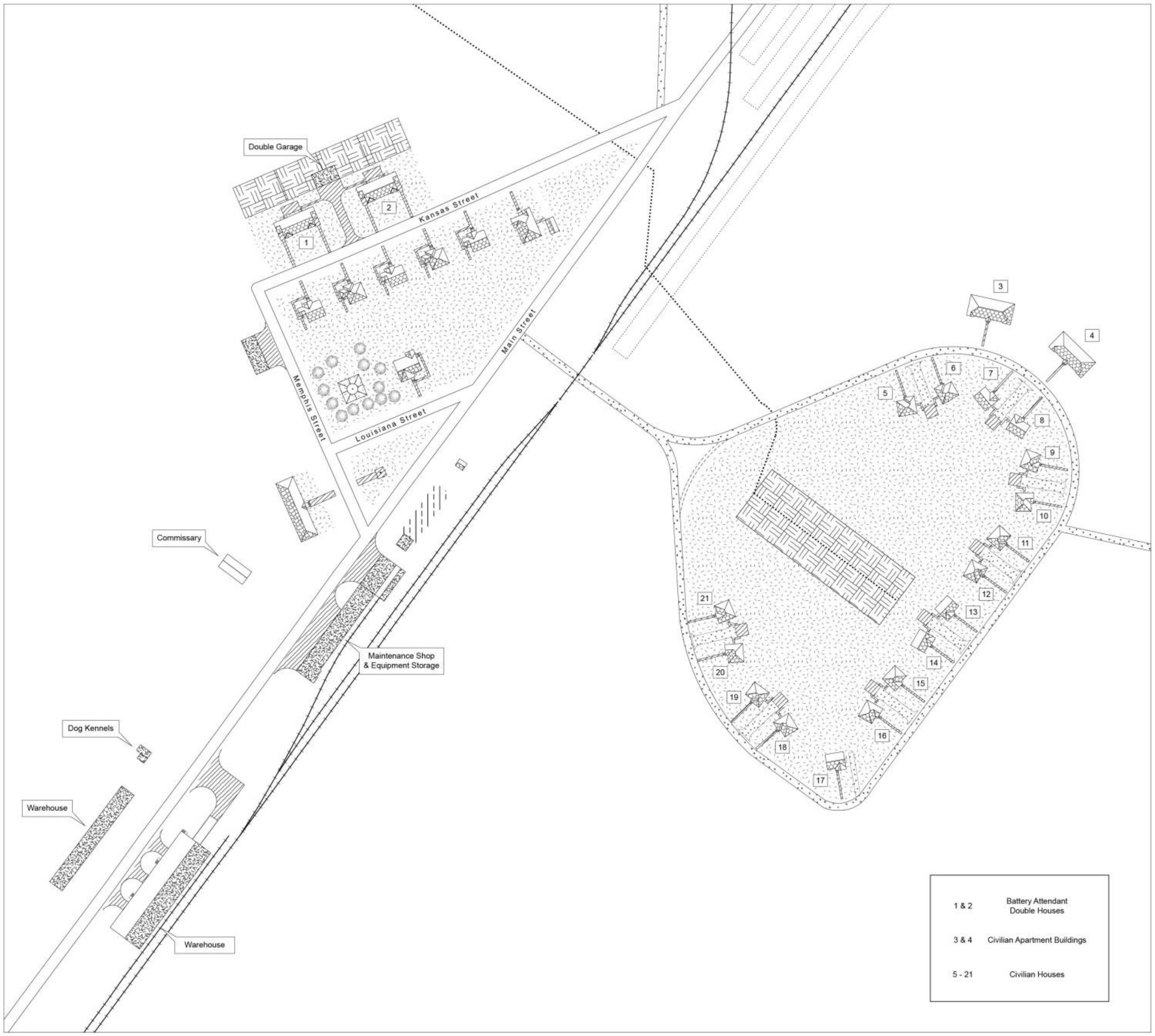
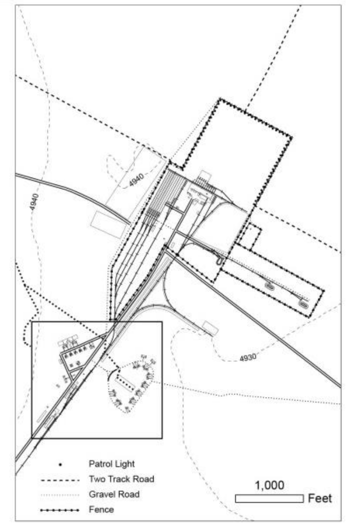
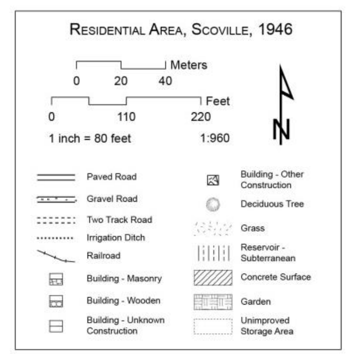




The expansion of the civilian accommodation at the Arco NPG not only reflected the increase in war time workers at the facility but also the distance some were travelling to and from Arco, a 22 mile journey, often dangerous in winter conditions. The construction included two battery attendant double quarters in the original residential area, consisting of two buildings, each accommodating two families, and a four car garage between the two buildings. After the war, a total of 17 civilian houses were constructed in a new loop southeast of the residential area and another two apartment buildings, accommodating four apartments in each, were built on the exterior of the loop. All of the new civilian homes were wooden construction. The center of the loop was a grass area behind the houses with a garden for the residents, complete with an irrigation channel.

Additional support buildings constructed included two warehouse buildings along Main Street and the extension of the original fire station and locomotive shed to include a maintenance shop and equipment storage. The dog kennels housing the Marine patrol dogs were located on Main Street behind the Marine barracks building, as was the Commissary, or "Store", for the residents at Arco NPG.



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SHEET 8 OF 13

HISTORIC AMERICAN LANDSCAPES SURVEY
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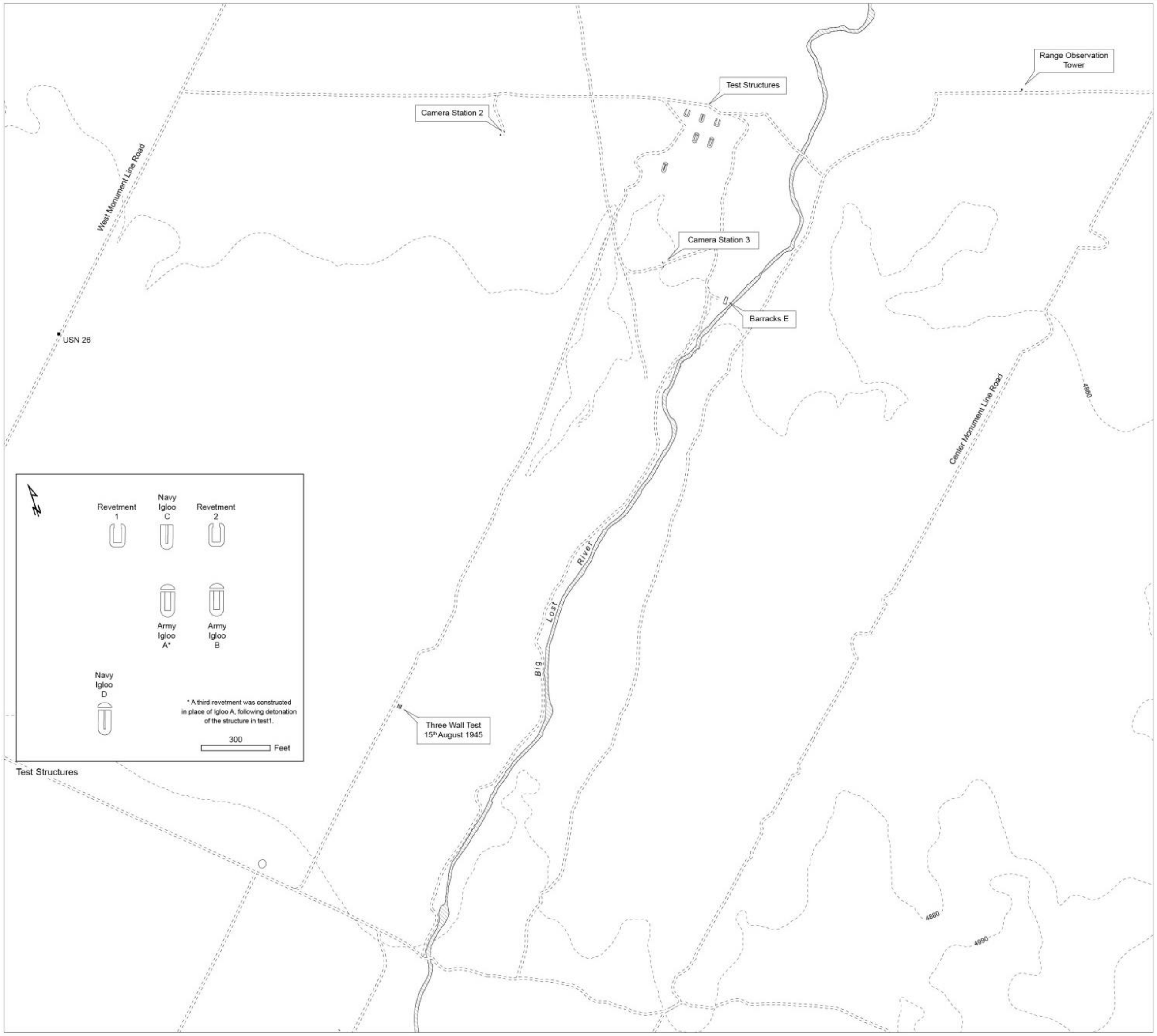

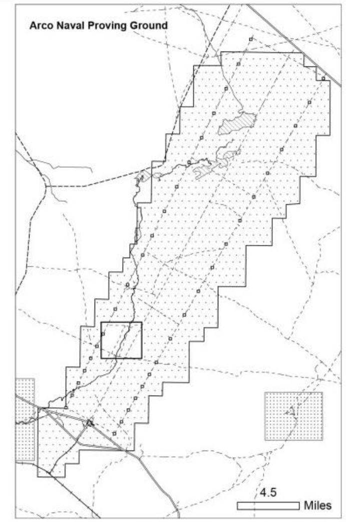

The testing of ordnance at the Arco NPG began in 1944 as the site offered an isolated, government owned facility with personnel and construction supplies on hand to conduct a large number of different experimetal detonations. One of the earliest tests conducted was the "Three Wall Test", which represented cooling bays at munitions loading plants. The detonation of 20,000 pounds of ordnance in each bay completely destroyed the test structure and demonstrated the storage practice was unsafe.

The mass detonation area, located on the proofing range at the Arco NPG, is named for the large scale experimental testing of Army and Navy standard magazines, or igloos, beginning in 1945. Between August 29th and October 31st of that year a total of seven tests were conducted to assess the impact of detonation in one igloo on the integrity of surrounding igloos and revetments (earth barricaded open storage), which were also loaded with ordnance. A wooden barracks building was constructed to assess damage at existing distance recommendations for inhabited buildings. A total of seven agencies took part in recording the experiments from instrument stations across the area while cameras captured the detonations from concrete bunkers. These tests demonstrated distances between igloos could be safely reduced but the inhabited building distance tested could not guarantee the safety of the people inside.

Mass Detonation Area, 1945

0 180 360 Meters

0 940 1,880 Feet

1 inch = 650 feet 1:7,800

Mass Detonation Map
- Two Track Road
- River Channel
- Wooden Target Structure
- Standard Magazine (Igloo)
- Crater
- USN 26 Range Monument

Arco NPG Map
- Range Monument
- Two Track Road
- Graded Road
- Paved Road
- River Channel
- Bombing Range
- Naval Proving Ground

DELINEATED BY: MARIE P. HOLMER, 2015

NOTE: DRAWINGS REPRESENT THE KNOWN HISTORIC LANDSCAPE OF THE ARCO NPG. FURTHER RESEARCH MAY IDENTIFY ADDITIONAL FEATURES.

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IDAHO NATIONAL ENGINEERING LABORATORY, ARCO NAVAL PROVING GROUND

SCOVILLE VICINITY BUTTE COUNTY IDAHO

SHEET 9 OF 13

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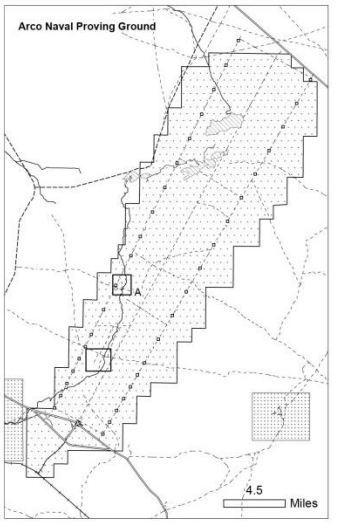

On the proofing range north of the mass detonation area, an experimental detonation to test "missile distance and hazard" of railroad box cars in a classification yard (Inset Map A) was undertaken. Five box cars were positioned on a short track, constructed for the test, and each one loaded with 30,000 pounds of explosive. The tests determined that positioning of ammunitions trains at a proximity of less than one-half mile, or parallel to each other, in a classification yard was unsafe.

Following the "Three Wall Test" in 1945 the experimental investigation of barrier wall structures continued and a number of tests were conducted in an area south of mass detonation. Six barrier walls were constructed to test the effectiveness for screening against sympathetic detonations and constant tests for standard dividing walls at storage facilities. The investigation into propagation of detonation between storage igloos continued in July and August 1946 near the barrier wall test site, but at a reduced scale. One-tenth linear scale model igloos and revetments were constructed, along with three glass test panels to examine recommended safe distances for inhabited buildings. While the scale model tests were able to provide comparative data to full scale tests, some results were determined to be inaccurate representations of the full scale igloo tests.

Scale Model, Barrier Wall and Railcar Detonation Sites, 1945-46

Meters
0 110 220

Feet
0 575 1,150

1 inch = 400 feet 1:4,800

N

Scale Model, Barrier Wall and Railcar Maps

- Two Track Road
- River Channel
- Concrete Wall
- Crater

Arco NPG Map

- Range Monument
- Two Track Road
- Graded Road
- Paved Road
- River Channel
- Bombing Range
- Naval Proving Ground

NOTE: DRAWINGS REPRESENT THE KNOWN HISTORIC LANDSCAPE OF THE ARCO NPG. FURTHER RESEARCH MAY IDENTIFY ADDITIONAL FEATURES.

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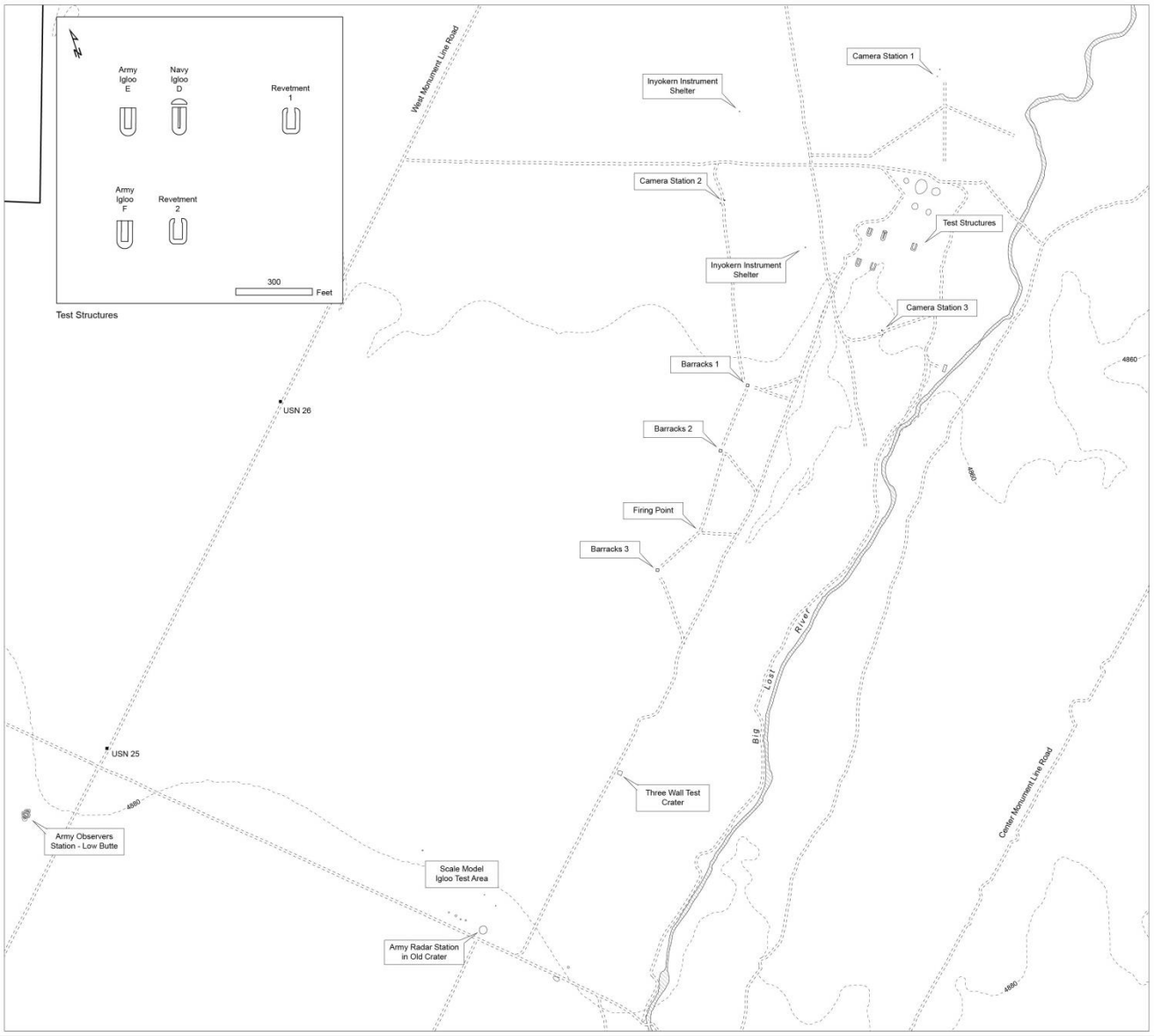
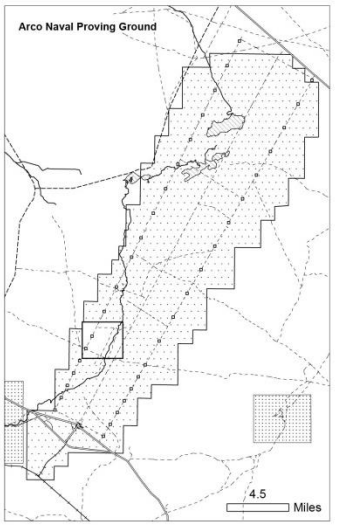
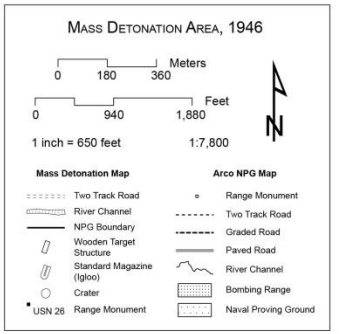




Full-scale igloo detonation testing resumed in 1946 with the aim of testing a capacity double that of the tests conducted in 1945 at the new, reduced distances established in the earlier tests. The 1945 tests had also demonstrated the standard distance for inhabited buildings to be ineffective so the tests in 1946 included the construction of three additional barracks buildings at increasing distances from the test igloos. An Army radar station was set up in a large crater southwest of the test area and observers were stationed on top of a low butte on the far side of West Monument Road. An additional camera station and associated personnel bunker were constructed north of the igloos, as well as Inyokern instrument shelters made from railroad ties, which were named for the Bikini-type foil gauges provided by the Naval Ordnance Test Station, Inyokern.

Five tests were conducted at the igloo test site in October 1946. The increase in explosives from 250,000 to 500,000 pounds during the tests established an extremely low risk of propagation from detonation at the reduced distance between igloos of 185 feet. The barracks damage was consistent with the 1945 tests and, although severe, damage decreased significantly with distance from the test site. As such the recommended minimum distance for inhabited buildings was not reduced.



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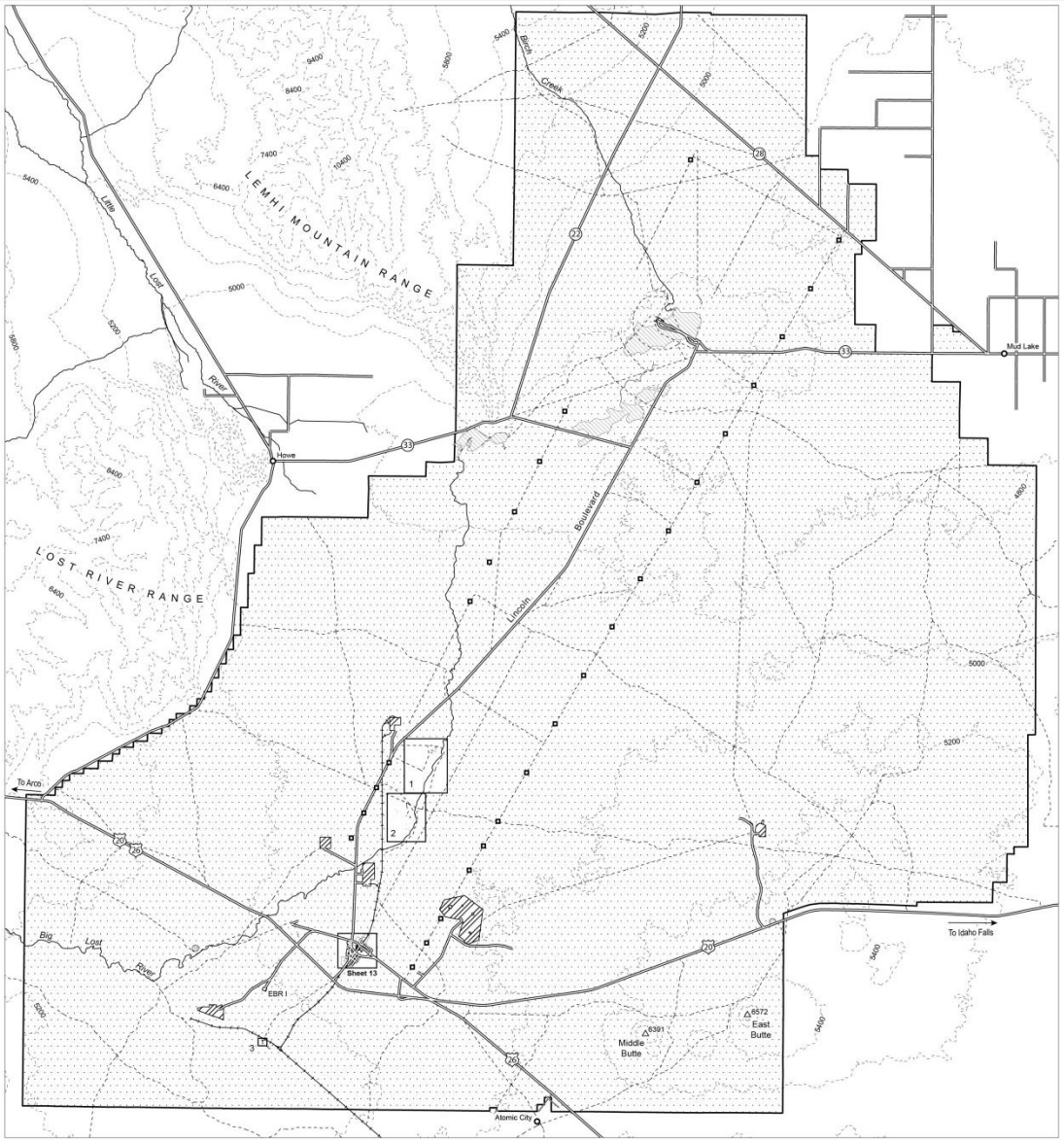
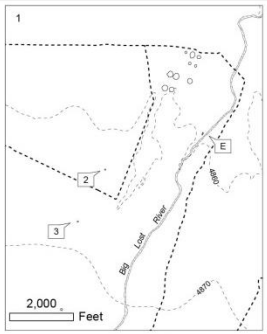
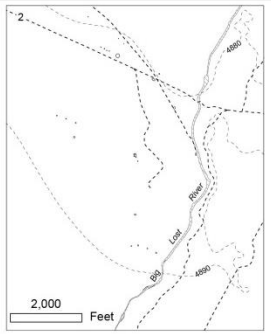




Mass Detonation Area



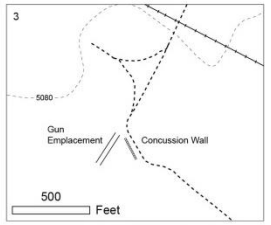
Barrier Wall Detonation Site

Explosives Testing Sites

The remnants of the explosives safety testing that took place at the Arco NPG can mostly be seen in the form of craters, only some of which can be associated with specific tests. Isolated structures remain at the mass detonation area (1) including concrete camera and firing stations, wooden instrument shelters and foundation posts for the barracks test buildings (Barracks 2, 3, and E). Six of the barrier walls remain standing at the original test site (2), surrounded by craters.

Naval Ordnance Test Facility (NOTF)

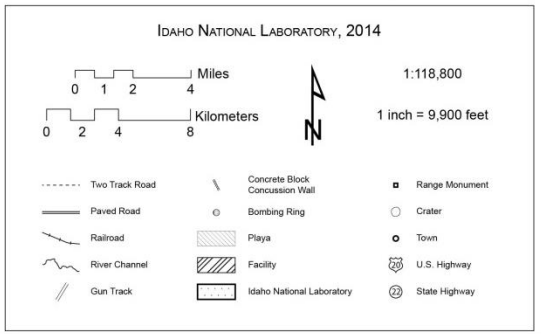
Proofing activities on the desert near Arco briefly resumed between 1968 and 1970 during the Vietnam War. However, the development of the NRTS on the Arco NPG range resulted in the creation of the NOTF (3), which was located south of the original proofing area. At this time, guns were instead fired toward Big Southern Butte, southwest of the new gun emplacement.



Naval Ordnance Test Facility (NOTF)

In 1949 the Arco NPG landscape became a nuclear energy research site when the Atomic Energy Commission (AEC) acquired the facility and adjoining land to establish the National Reactor Testing Station (NRTS). Today, what remains of the Arco NPG landscape resides within the 890 square miles of the Idaho National Laboratory (INL) under the jurisdiction of the Department of Energy Idaho Operations Office (DOE-ID). The infrastructure of the Arco NPG influenced the development of what is now the INL site in the subsequent years. The residential and proofing areas are now part of the Central Facilities Area (CFA) and sections of both West and Center Monument Line Roads are integrated into Lincoln Boulevard, which serves as a connector between State Highway 33 at the north of the site and U.S Highway 20/26 at the south. The remainder of the proofing range roads are partially accessible on West and Center Monument Line Roads and the entire length of East Monument Line Road, now referred to as T-17, is extant. Of the 38 original range monuments on West and East Monument Roads, 27 have been recorded on the present landscape.

Other INL facilities and isolated remnants of Arco NPG testing are located on a secure site that is inaccessible to the general public. One exception is the Experimental Breeder Reactor I (EBR I) due to designation as a National Historic Landmark the facility has been converted into an interpretive center for the public.



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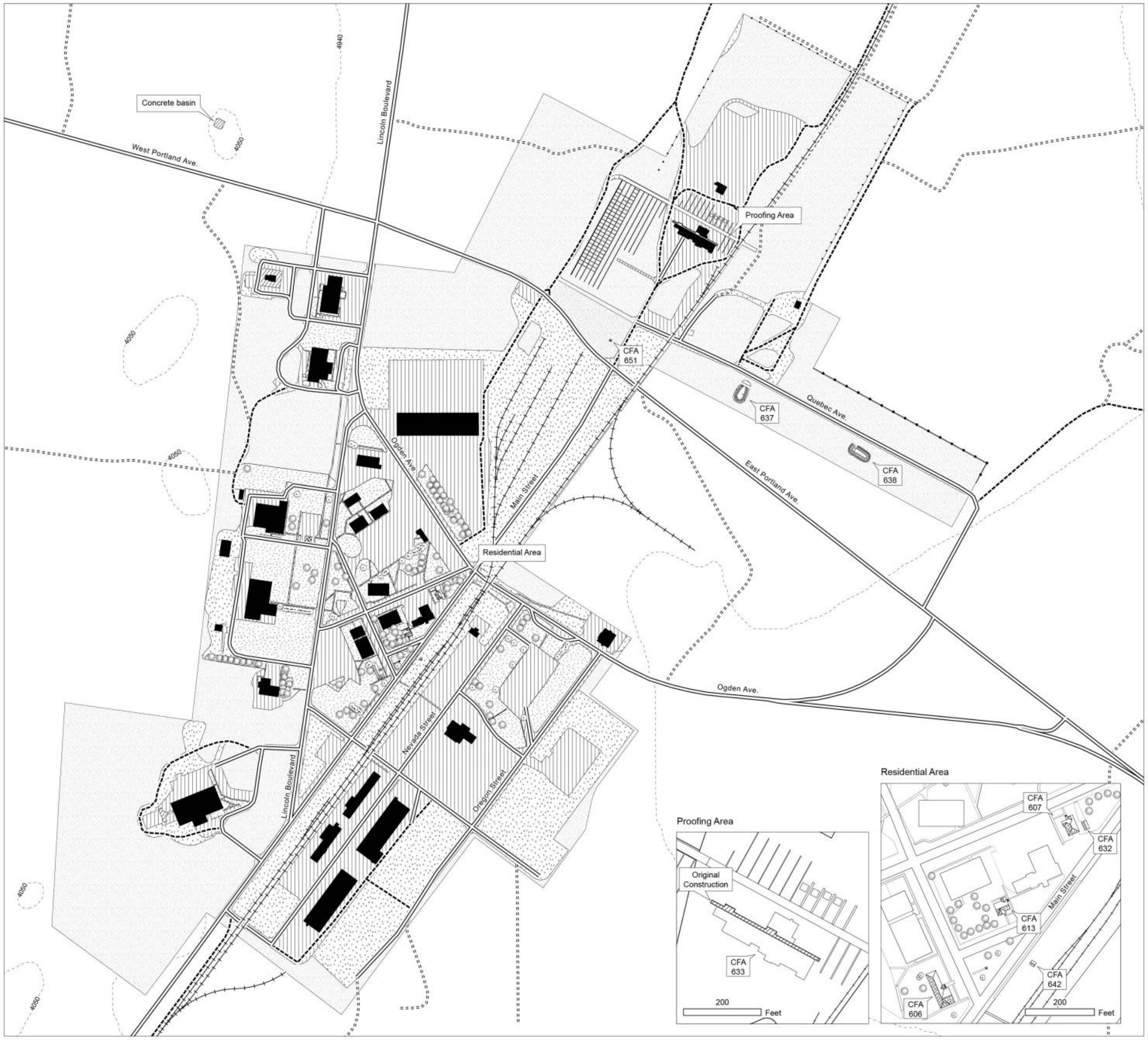

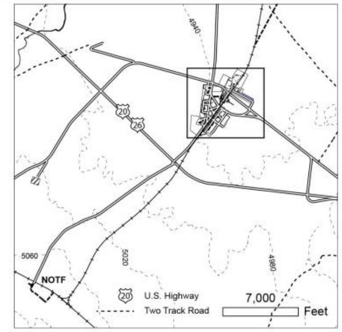

The Central Facilities Area at Idaho National Laboratory developed around the infrastructure of the Arco NPG proofing and residential areas. Immediately following the acquisition of the proving ground by the Atomic Energy Commission, buildings were repurposed to accommodate the needs of the NRTS. One battery attendants double house became the dispensary and other homes were turned into offices or laboratories. Over the years the buildings that could not be repurposed have been removed from the site, most prior to the mid-2000s. Of those that remain the two pump houses, one in the former proofing area (CFA-651) and one in the former residential area (CFA-642), and the explosive magazines (CFA- 637 and CFA-638) are in use today. The concussion wall (CFA-633) and adjoining structures have seen multiple additions in recent years and some of the associated proofing area structures are partially extant. Concrete alleys delineate the gun emplacement area to the northeast of the concussion wall and in the storage area the the west, where a number of timber planking support structures remain in place. Partial rail track from the Arco NPG is extant in the CFA area and the main Scoville spur remains intact and in use, including a later northern extension of the line. The 250-ton gantry crane used to transfer the guns still stands at the eastern end of the concussion wall. A number of the original concrete patrol lights mark the area where the proofing area fence once ran.

The former residential buildings remaining from the Arco NPG, like many of the buildings in the former proofing area, are vacant and include the commanding officers quarters (CFA-607) and garage (CFA-632), the caretaker's quarters (CFA-613), and the Marine barracks (CFA-606). The Marine barracks were extended at some point following the transfer of the Arco NPG. Other structures remaining from the World War II era include the concrete basin west of the proofing area and the garbage dump used by the residents of the Arco NPG.

Central Facilities Area, Idaho National Laboratory, 2014

0 100 200 Meters

0 300 600 900 Feet

1 inch = 300 feet 1:3,600

N

Two Track Road	Tree - Deciduous
Graded Road	Tree - Coniferous
Paved Road	Earth Covered Structure
Railroad	Disturbed Ground
River Channel	Grass
Fence	Gravel
Patrol Light	Concrete
Building - Masonry	Asphalt
Building - Post 1949 Construction	

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